

# MAIL SUPPLEMENT.

## The Hongkong Telegraph.

N<sup>o</sup>. 2732.

THURSDAY, JANUARY 1, 1891.

SIX DOLLARS PER QUARTER.

### HOW THE ACTING GOVERNOR AND THE COMMODORE CAPTURED THE "NAMOA" PIRATES.

HONGKONG, THURSDAY, JANUARY 1, 1891.

NOTWITHSTANDING the lengthy and labored explanation which His Excellency the Acting Governor considered it necessary to make at the last meeting of the Legislative Council regarding the delay in taking active measures for following up the *Namoa* pirates, the general impression in the colony is that the Government authorities quite failed to rise to the situation and displayed an inexcusable weakness and indecision. And we really cannot see how any other reasonable conclusion is possible, even allowing Mr. Fleming's plain unvarnished tale its full face value. The question of accurately placing the responsibility for this latest chapter of egregious blundering may not be so easily decided, although the field is a narrow one, as the exact relations between the Hongkong Executive and the resident Senior Naval Officer when any emergency like this piracy business arises are somewhat of a mystery—at all events they have not been properly defined of late years and are certainly not well known to the public. It is clear enough, however, that the blame for any delay that took place in starting in pursuit of the pirates rests between the late Acting Governor and Commodore Church; which one of these is justly to blame will no doubt be decided hereafter.

The Douglas Co.'s steamer *Namoa* was captured and plundered during the afternoon and evening of December 10th, and was despatched by the pirates at about 8:30 p.m. close to Mendoza Island, forty-five miles from Hongkong. Early the following morning the *Namoa* reached her buoy in the harbour, and the news of her capture was generally known throughout the colony in an hour's time. It can hardly be doubted that Commodore Church was one of the first to hear of the piracy, as we find that he called on the Acting Governor at Government House before 10 a.m. at which time His Excellency, according to his own statement, "had received no official report from any one, nor had the matter been in any way officially brought to my notice." It is not unfair to assume that Mr. Fleming had received information of the outrage prior to the Commodore's arrival, but as he says, not officially; and as the Harbour Department and other Government officials had scarcely commenced active work at 10 o'clock on the morning of the 11th inst., it would be interesting to know from what particular source His Excellency expected, at that early hour, the official communication he appears to have been waiting for. Our unofficial brain would have suggested, under similar imperative circumstances, the advisability of at once acting on the reliable information received, without waiting for a second-hand official report, by despatching, not merely one gunboat, but all the available cruisers in the harbour in search of the pirates and their junks. Some idea of this, kind may have feebly struck Mr. Fleming, but he was contented to suggest to Commodore Church that it might be desirable to send a gunboat to the scene of the piracy. The Commodore expressed his willingness to do so. Then why was this not done without a moment's delay? By heavens! Because the Acting Governor of Hongkong thought it better, before taking any decided steps to vindicate British rights and avenge the cruel murder of British subjects, to consult Mr. McLAVY Brown, of the Chinese Customs Service. His Excellency says he thought that Mr. Brown—who, by the way, is the Commissioner in charge of that amusing fiction known as the Kowloon branch of the Chinese Customs—"probably knew the locality well and would be able to give me valuable information." Why this gentleman, because he happens to be an employee of the Chinese Customs, should be supposed to know anything whatever about Mendoza Island and the surrounding district, or what use such knowledge would have been to the commander of a British gunboat in search of Chinese pirates has existed anywhere but in His Excellency's muddled imagination, no explanation has been forthcoming, nor is any sensible explanation possible. If a qualified pilot or guide were actually required for the evening gunboat, we should have thought that common-sense would at once have suggested the chief officer of the *Namoa*, who had only just returned from the scene of operations and whose special knowledge of the piracy would no doubt have been useful. It is scarcely too much to believe that His Excellency was under some sort of impression that the Commissioner of Customs had the power and would probably transform for the nonce one of the Chinese revenue cruisers into a pirate catcher, to oblige the Hongkong Government; but if that was the case, he had to face a bitter disappointment. Mr. McLAVY Brown, being applied to, very naturally pressed his willingness to assist the Hongkong Government to the extent of his authority, and promised to the Captain, Stewart, of the Chinese revenue cruiser *Tai-pa* to accompany the gunboat, and after some correspondence arranged that this gentleman should

accompany the expedition. And H.M.S. *Limn*, an obsolete tub that can scarcely steam out of its own way, was eventually despatched on the morning of December 12th, thus giving the pirates a clear start of thirty-six hours.

The folly of delaying the gunboat must be evident to everybody who has read the details of the seizure of the *Namoa* and has any acquaintance with the ordinary customs of the Chinese sea-rovers, and it would be really amusing, if the matter were not so serious a character, when we find that neither the Acting Governor nor the Commodore had more than a hazy and uncertain notion of the object of the *Limn*'s cruise. Mr. Fleming admits frankly enough that he did not consider it necessary to request that the vessel should be despatched at any particular time—it did not strike him as being a part of his duty, but thought it was a matter rather for the naval authorities than for himself. On the other hand Commodore Church's impression was that the *Limn*'s mission was to obtain information, rather than with the idea of being able to do anything in the way of securing the pirates. "If any of the pirates had landed at the particular spot where the *Limn* made for," said His Excellency, apparently in all seriousness, to the Legislative Council, "they would probably have got away before the *Limn*'s arrival, and I believe that was one fact which influenced Commodore Church in not having despatched a gunboat sooner." Considering that close upon forty hours had elapsed from the time the pirates left the *Namoa* until the arrival of the *Limn* at Mendoza Island, most people will agree with His Excellency that the pirates would probably have managed to get away, and we know for an absolute fact that they did get away; but the contention that this was a valid reason for delaying the despatch of the *Limn* from Hongkong is reducing argument to an absurdity—it is, in fact, childish nonsense. And, moreover, if the *Limn*'s object was merely to obtain information, there was no earthly good in sending her at all. The *Namoa* brought down all the information required to warrant active measures being set in motion to capture the pirates without delay, and nothing has yet been shown either by Mr. Fleming or Commodore Church to justify the policy of masterly inactivity pursued, with its consequent barren and unsatisfactory results. But supposing that further information had actually been required, the *Namoa*—about which vessel a very great deal of twaddle has been written and spoken in reference to this affair—was far better adapted for that purpose than the *Limn*, as she can steam over 12 knots an hour and could have been under way a couple of hours after the *Namoa*'s arrival in Hongkong harbour. The *Namoa* has just as good a status to be employed in obtaining information regarding pirates as the *Limn*, and there is no reason to doubt that the Commodore had been solicited, would have sent a naval crew on board of her without hesitation. The references which Mr. Fleming made to an invasion of Chinese territory by the Hongkong police twenty-two years ago, in which he erroneously stated the *Namoa* had been employed, would not even assuming His Excellency's comparison to be well founded, apply in this case. In 1868 the *Namoa* was a tug-boat and the property of the Hongkong and Whampoa Dock Company; on December 11th, 1890, she was and is now the property of the Hongkong Government and sending her with a crew of British seamen to obtain information regarding piracy accompanied by murder on board a British merchant steamer, would have been no more an infringement of treaty obligations than was the *Limn*'s futile excursion.

It may possibly not be apparent to Mr. FRANCIS FLEMING nor to Commodore Church, but it must nevertheless be clearly evident to everybody else acquainted with the past record of Chinese pirates in these waters, that the escape of the *Namoa* marauders was very greatly facilitated by the incomprehensible delay in sending an armed vessel in pursuit. We don't pretend to know for an absolute certainty what means were adopted by the pirates in getting clear off with their plunder and leaving no trace behind, but there were certain circumstances connected with the seizure and looting of the *Namoa* from which some fair inferences may be drawn. That the piracy was planned in this colony admits of little doubt; we have it in evidence that some of the pirates, including the leader of the gang, are well known Hongkong gao-birds; and an equally important fact is that the four junks employed in getting away with the spoil from the steamer were recognised to be Hongkong fishing junks. Now, taking all these things into consideration and remembering the season of the year and the locality in which the piracy was consummated, certain probabilities are forcibly suggested. As already pointed out, the pirates had a clear start of at least thirty-six hours; but it may be regarded as certain that their arrangements were made on an expected immunity from active pursuit of not more than twelve hours. They would estimate, and reasonably enough, that the *Namoa* would reach Hongkong about 3 o'clock on the morning of the 11th, and that shortly after daylight all the available gunboats in harbour would be on their track. What plans, therefore, would they be likely to adopt in order to escape from what they were justified in believing would be a thoroughly organised and powerful body of pursuers? Has anybody belonging

to the Hongkong Government thought it worth while to carefully analyse this not particularly difficult problem, and if so, with what results? The mission of the *Limn* bore no fruit, and although a few men, against whom there is nothing in the shape of direct evidence, have been arrested to satisfy public clamour, the authorities have up to the present time been completely felled. As usual they have waited for something to turn up, and if they wait long enough and enlist the services of unscrupulous professional Chinese informers, something will turn up, and they may actually succeed in hanging a few miserable unfortunates who had nothing to do with the piracy. It is fortunate for the sake of justice and the innocent that the jury has to be unanimous on a capital charge, otherwise the very strong prejudices which this audacious outrage has generally engendered might be attended with disastrous effects, as we have recently seen that our local tribunals are the reverse of scrupulous with their victims.

Did the pirates divide the plunder and sub-divide themselves after leaving the *Namoa*, or did they act on the old and well established principle that unity is strength? In either case, what course would most likely be taken to find a safe place of refuge? It seems doubtful whether the pirates who looted the *Namoa* and their associates in the four junks had any confederacy or arrangement with the fishermen and villagers in the vicinity of Mendoza Island. In our opinion the probability is that they had not, and that the entire scheme was worked out and carried to its successful issue by the unaided efforts of the enterprising gentry from Hongkong. That being so, the natural conclusion is that the pirates did not land with their booty either at Mendoza, or on the Chinese mainland. The dangers of proceeding inland, and facing the Chinese officials, who would quickly learn particulars of the piracy, were too imminent to be risked with impunity. Along the coast from Mendoza to Breaker Point there are several places where at least temporary shelter could be obtained, but British gunboats and Chinese cruisers from Canton would quickly have to be reckoned with, and the risk was too great. To proceed northwards towards Amoy, beating up against a strong monsoon, would be like entering a foreign country, and could only lead to speedy capture. And therefore the cool heads that had planned the seizure of the *Namoa*, had not forgotten to arrange for a comparatively safe retreat. We don't think the pirates landed at Mendoza or on the mainland, and sought refuge in the interior; we doubt the probability of their lurking along the coast in the Swatow district, and feel certain they would neither proceed to the North nor brave the dangers of the Formosa Channel; such clever soundrels are far too wide-awake to burn their bridges (the junks) and cut off all chance of escape by sea, and so they adopted the simple plan of returning southward to their favorite haunts amongst the numerous groups of islands in the neighbourhood of Hongkong and Macao. To our way of thinking, the *Namoa* had no sooner put back for this port than the practical junks started off in the same direction, probably keeping well out to sea, so as to pass Hongkong to the southward. With the moonoon in their favour it is quite possible the junks were past this island before the steamer came to anchor; but all the same this was one of the golden opportunities lost by the Acting Governor and the Commodore in delaying the pursuit. Had two gunboats been sent northward during the morning of the 11th with instructions to overhaul every junk they met, and another been ordered to patrol the channels to the southward, the probabilities are that the pirates and their booty would have long since been secured and in safe custody.

### "AS OTHERS SEE US"

The Archimedean lever of the Chinese Times has fallen foul of this model colony, and with courteous but forcible exactness directed attention to one or two of its most glaring shortcomings in a fashion strongly calculated to upset that offensive and loudly vaunted "gold conceit o' corysels," which has so frequently exposed the community at large—look stock and barrel, as the saying is—to the contemptuous ridicule of all impartial reviewers. And we are strongly inclined to hold the opinion that our Tientsin colleague has ample justification for his pithy remarks, which are of especial value and may possibly have a salutary effect as a critical conclusion of the light in which the marvellously unique citizens of Hongkong and their idiosyncrasies appear to an intelligent and unbiased outsider.

Oh, was some power the gift to give us  
To see ourselves as others see us—

is one of the happiest efforts of ROBERT BURNS' keen insight into the weaknesses of erring humanity, as there cannot be the remotest doubt that if the poet's appeal could be generally realised, the world would be a better place to live in and the dwellers on this terrestrial globe a happier family than actually is the case. Hongkong is in itself admittedly a marvellous monument of British enterprise and prosperity; and holds no unimportant place as a factor in Far Eastern politics; but its true position and importance, both commercially and politically, have been greatly exaggerated and are but indifferently understood by the outside world, mainly owing to the foolish and irresponsible cackling of a crowd of light-headed and self-seeking

partisans of the Sir George Bowyer pattern, who have done everything in their power to make the colony and its or rather their, absurd pretensions the laughing-stock of foreigners throughout the Far East.

Our Tientsin contemporary in commenting on the *Namoa* tragedy, very pertinently inquires what the Hongkong Government was about to allow the colony to become in its jubilee year the headquarters for the pirates of Southern China. The implied criticism is fair enough and well founded. It certainly does seem very singular that with our boasted police organization maintained at an exorbitant expense to the rate-payers, not the slightest whisper of this contemplated piracy should have been heard until it became an accomplished fact in all its daring and harrowing details. What all the celebrated inspectors and detectives, with their regiment of ubiquitous informers and ex-gao celebrities, were occupying their valuable time in doing, during the hatching of this most complete instance of skilled Chinese villainy has not yet come to light, unless we are to conclude from the daily proceedings at the Magistracy that it is considered in official quarters of more importance to crowd the prison with wretched mendicants, unlicensed hawkers, ragged votaries of games of chance, opium runners, and other petty offenders, than to detect gigantic and far-reaching conspiracies and prevent wholesale attacks on the lives and properties of the public. That some scent of the contemplated "practical raid" on the *Namoa* ought to have been discovered by the police will hardly be contested, but nevertheless not one word has yet been raised either in the Legislative Council or even in the local press, for that matter—suggesting that some weighty explanation is due to the community for what must either be taken as evidence of a very imperfect and unsatisfactory police system or as an indication of important duties neglected or mismanaged. Are we to infer that it has not suited the unofficial members of Council to ask awkward questions or take any active steps to inconvenience our ornamental Government at such an auspicious time as the near advent of our jubilee rejoicings—remembering that those fearless representatives of our valuable interests might have given mortal offence to their official cronies by wanting to know too much, which would have been a catastrophe too terrible to contemplate.

Tempora Mutantur! Less than a dozen years ago the raid of a few Chinese freebooters on a gold-beater's shop in Wing Lok Street led to what was called a Public Indignation Meeting on the Cricket Ground and an almost universal condemnation of Governor PEARCE HENNESSY for being as was glibly represented by Hongkong's leading citizens of that day, a sort of accessory both before and after the attack, which, by the way, proved financially unsuccessful and chiefly resulted in one of the would-be plunderers being shot dead by a policeman. Times have indeed changed, and it would appear that Hongkong fashions have moved with the times. The practical capture of the *Namoa*, a lawless venture of the most daring character, was undoubtedly contrived and brought to a practical issue in this colony, directly under the eyes of the police, and, unlike the Wing Lok Street hurglarious attempt, it proved successful, a considerable amount of plunder being secured and several valuable lives sacrificed by the pirates; but we hear nothing of public indignation meetings or appeals to the Secretary of State—not even a suggestion that anybody in official circles has any thing to answer for. Our "leading citizens" are too busy just at present in bolstering up the forthcoming jubilee mummeries to have any time to devote either to the remedying of Government incapacity and neglect or the redress of serious public grievances. *Veritas Sapientis*! "Hongkong," says our critical friend of the Chinese Times, "is no doubt a wonderful little colony, and it is never tired of boasting of its wealth, its enterprise, and its resources. But little less tall talk and little more attention to good government would be a more wholesome note to strike at the approaching jubilation." Our responsible Government officials and public-spirited leading citizens alike, will show wisdom and discretion by carefully taking to heart and consistently acting upon the excellent advice contained in the foregoing sentences during the proposed jubilee celebrations, and particularly in keeping within reasonable limits that tendency to Munchausen-like claptrap regarding the purely imaginary extraordinary enterprise, wealth and resources of the colony which in the past by beguiling over-confidence and inflating reckless speculation, has been attended with such disastrous results to all classes of the community.

### LOCAL AND GENERAL

Our Shanghai morning contemporary reports that the Mippon Yusen Kaisha are extending the sphere of their operations and have arranged to run the *Tsuruga Maru* between Japan and Malacca. As regards the administration of justice, Hongkong is not much worse off than Russia after all; we read in a continental exchange that these brave soldiers of the law, who have returned from a campaign with blood, mud, and glory, are in a position to do some good. At the same time, a Sergeant in the regiment was found murdered, and the soldiers were reported to be in a state of insubordination. The next day another soldier was reported to be murdered.

The Governor and Commander-in-Chief has been pleased to appoint Lieutenant Edward Milner, Scots-Guards, to be His Excellency's Aide-de-Camp, with local rank of Captain.

H.M. the King of Siam recently visited the Oriental Hotel at Bangkok for the purpose of judging of its suitability for the new Custom House which it has been decided to establish there shortly.

It is said that the Russian Government has instructed the Russian Minister at Seoul to negotiate with the Korean Government for the continuation of the submarine cable from Gen-san to Vladivostok, via Kikho.

In discussing the question of the extension of the Japanese Navy, in a long article evidently inspired by high naval authorities, the *Mainichi Shimbun* states that it is the intention of the Japanese Government to increase the Navy by some 45,000 tons, in other words, by adding about 25 new vessels. This would give an effective fleet of fifty vessels, irrespective of torpedo boats and additional coast defences.

SOME idea of the "busted" condition of Hongkong, on this, the eve of its jubilee, may be gathered from the fact that, great as were the numbers of summonses issued by the Summary Court in 1890, in respect to difficulties arising out of unpaid plates, chits, I.O.U.s, bank receipts, "bills," etc., etc., the total number of that Court's *billets doux* distributed around the colony in 1890 beats all previous records by fully 200!

A SPECIMEN number of *Le Japon*, a French "ditty" to be published in Yokohama on and after the 1st instant, has reached us. Its four pages are well printed, the matter in its 12 columns is well arranged and its "leader" on French trade with Japan, is indicative of careful thought and education and undoubted ability. We wish M. LYTTON, the editor, better success than attended the efforts put forth by his predecessors who "ran" the now defunct *L'Echo du Japon*, which merely echoed in Japan and then died away into the unknown depths of space.

A CORRESPONDENT sends us an account of the annual athletic sports which were successfully carried through at Hoihow on Christmas Day. The programme is altogether too long for us to give a detailed report of the day's amusements; but on a sporting and games the *Hoihow* community is undeniable, for notwithstanding the fact that the thermometer stood at 60°, both the old and the young seem to have competed for the various events. There was a ladies race; an egg and spoon race; a fit race, a three-legged race, and a pig race; and for old time association football we hope there was also an "Aunt Sally," but no mention is made of that venerable party.

Our old friend the Rev. "Joe" Conk with whom we have had many a jovial time, has recently been going it strong in "Prison on the beneficial results of 'secret prayer.'" "Joe" took his text from the sixth chapter of Matthew, which, if we remember rightly, runs something after this fashion: "when thou hast entered, shut the closet door" and in his opinion this mode has five essential qualities—adoration, confession, thanksgiving, petition, and total self-surrender to the will of the powers that be. The last two of these attributes, Mr. Conk thinks, are the principal ones to be kept in view, but from what we have lately experienced we don't think the results run out worth a cent. In our bosom "Joe" has always been as a "stranger in the land" owing to our differences on this point, and on the trifling question of temperance as well.

The dangers attendant on a stroll through the streets of Hongkong are many and various. Attempts to cross Queen's Road anywhere between the Club and the Hongkong Bank and if you are not run over by a broker who spreads a net of imaginary clients, you will certainly be impaled on the shafts of an outside chair. We, in common with those who are athletic and seek for knowledge, sometimes stroll into the Hongkong Hotel for the purpose of annexing one of the many beautiful tracts, that a highly religious Directorate allow to be donated to the poor, and have had to withstand the determined rush of at least a score of chairs and the same number of rickshaws. One of the latter, however, charged the wrong man yesterday, when he ran his barrow athwart the bows of Captain Balfour, R.N., and badly damaged the same. The cooie was up before the "break" this morning and was wisely fined three shillings in default of which he would have to spend ten days in quiet retirement. The fine was paid, for the accused was a white man, and he was hourly expecting an invitation to join the Jubilee Committee.

Or all the parasites who cling to, and gain a precarious existence by virtue of the corruption which attains to the administration of law in this, the 17th century, none are so vile and contemptible as the ordinary legal adviser. And why in these days of keen commercial competition one, and one branch only, of all trades should be privileged to put its own exorbitant price on an article that it tends for sale, any more than a butcher or a baker, is a wrong that these latter respectable tradesmen should seek to have rectified at once. In all truth we have received far better value for our money when an Irish greyhound has roared us our linen shirt stretched and fit to wear, than we have received from our "legal adviser"—save the mark—who charges a fee of \$100 for drawing out a document that was not only ungrammatical and worthless for the purpose for which it was originally drafted, but had actually been reconstructed. A conviction for highway robbery carries with it certain heavy penalties, but why the legal highwayman, who has a thousand times more contemptible, should be allowed to sit in a dignified room and have not only the countenance but the protection of that rotten rig called law and go free, is a mystery that common sense and logic seek in vain to solve. "Every dog has his day" and we suppose those of the dog and gown will have theirs—for a little time longer, anyhow. In a trial, which is a far more accurate test of the character of the judge than the administration of the law, the judge will have had to fall back on trades unionism to defeat a measure that was on the point of becoming law, and which would have undoubtedly saved the best of these privileged exorbitant characters from being collected with the law officers of a despotic government, they defeated for a time—and for a time only the ends of common justice.

It is notified in Saturday's *Gazette* that on and after 1st January, 1891, the rate of postage between Hongkong and countries within the Postal Union will be reduced to 7 cents per half ounce.

The coffin of the ex-Governor-General of Liang Kiang is still lying in state in the Nanking Viceroy's palace. Preparations are now being made for its removal and return to Hunan, the home of Tseng Kuo-chuan. The date for starting is fixed for the 4th inst.

THE *Siam Mercantile Gazette* thus:—"The ceremonies and festivities in connection with the hair cutting of the Crown Prince will take place about the middle of January. Foreigners and globe-trotters will have excellent opportunities of witnessing the gorgeous processions and unique customs of Siam on this occasion."

GOLFERS will have quite a field day to-day when the MacLewen Challenge Cup will be played for in Happy Valley. Play will commence at 10 o'clock, and by permission of the stewards of the Jockey Club, lunch will be served in the Grand Stand. Intending competitors will find scoring cards and rules of the Club on the ground.

At a meeting of the proposed shareholders' association held at Singapore on the 19th ult., a draft constitution, rules, and scale of prices were approved, and it was resolved to submit all these to the consideration of the shareholders of the Chamber of Commerce. The rules provide for a daily meeting at a fixed hour, a committee to hear complaints, power to expel and to advertise the expulsion, and other like affairs.

GEORGE SEYMOUR of the British ship *Admiral* pleaded guilty on the 19th ult. in H.B.M.'s Court for Japan, at Yokohama, before Judge Hannan, of having stabbed William Nicol Wright, usher of the Court, on the 24th of Nov., with intent to do him grievous bodily harm. The jury, summoned to try the case, having been satisfied by the Honorary agent, endorsing the conduct of the Japanese who assisted in arresting the accused, passed sentence of eight months' imprisonment with hard labour.

The five Chinamen who were arrested on suspicion of having been concerned in the *Namoa* piracy were brought before Mr. Wise at the Police Court on the 30th ult., and as no direct evidence could be brought against them they were discharged. There is, however, one man still in custody who was arrested on the same grounds and who was identified by an officer belonging to the *Namoa*. He will be brought before the magistrate when the necessary witnesses return from Foochow.

Messrs. Kelly and Walsh, Limited, have been good enough to send us a pocket nautical manual for '91 which is one of the most useful and at the same time inexpensive works that mariners can have by them. The lighthouses, beacons, and buoys on the coasts of China and Japan, as well as the tides, are all noted and entered in the most handy form for ready reference. "Nautical Manual" should be in the pocket of every mariner who travels about the Eastern seas. We have a pleasure to acknowledge the receipt of a copy of "China's Intercourse With Europe" by E. H. Parker, issued by the same enterprising publishers, which is a valuable work of reference.

The annual meeting of the District Grand Lodge of Hongkong and South China was held last night (29th ult.) in the Masonic Hall. There was a large attendance of members of the District Grand Lodge and of the Craft generally. After the customary business had been completed, the R. W. Grand Master addressed the Lodge and then invited the following office bearers for the ensuing year—

- D. G. M.—R. Wor. Bro. C. P. Chater.
- D. D. G. M.—Wor. Bro. E. C. Ray, Victoria Lodge, 106.
- Sinior Warden—Wor. Bro. D. Gillies, Zealand Lodge, 525.
- Junior Warden—Wor. Bro. G. C. Cox, Zealand Lodge, 525.
- Chaplain—Bro. G. H. Bondfield, Zealand Lodge, 125.
- Treasurer—Wor. Bro. I. McLeavy Brown, Victoria Lodge, 106.
- Registrar—Wor. Bro. A. D. Death, Zealand Lodge, 525.
- President of Board of General Purposes—Wor. Bro. F. W. Heuserman, Zealand Lodge, 525.
- Secretary—Wor. Bro. A. O'D. Gordin, Victoria Lodge, 106.
- Spiritual Director—Wor. Bro. Wm. Baker, United Service, 134.
- Junior Deacon—Wor. Bro. G. C. Anderson, Zealand Lodge, 525.
- Superintendent of Works—Bro. A. Skelton Hooper, Perseverance, 1165.
- Director of Ceremonies—Wor. Bro. C. S. Powell, Ionic Lodge, 1781.
- Assistant Director of Ceremonies—Wor. Bro. P. H. Brewitt, Perseverance Lodge, 1165.
- Sword Bearer—Bro. J. Bryant, United Service Lodge, 134.
- Standard Bearer—Bro. H. M. Mody, Perseverance Lodge, 1165.
- Standard Bearer—Bro. O. M. R. Miller, Star of S. China Lodge 2013.
- Organist—Bro. G. P. Lammer, Perseverance Lodge, 1165.
- Purcellian—Bro. N. Segardal, Fochow Lodge, 1165.
- Assistant Purcellian—Wor. Bro. W. J. Hewell, Constitution Lodge, 1165.
- Steward—Bro. G. A. Caldwell, Zealand Lodge, 525.
- Steward—Bro. G. J. Watson, Victoria Lodge, 106.
- Steward—Bro. R. Markwick, J. Perseverance Lodge, 1165.
- Steward—Bro. H. B. Weeks, Fochow Lodge, 1165.
- Steward—Bro. B. Marshall, Ionic Lodge, 1781.
- Steward—Bro. C. W. Corbitt, Zealand Lodge, 125.
- Steward—Bro. J. R. G. Gordin, Zealand Lodge, 125.
- Official Secretary—Wor. Bro. G. E. Gordin, Zealand Lodge, 125.
- Steward—Bro. J. R. G. Gordin, Zealand Lodge, 125.







## SUPREME COURT.

## IN ORIGINAL JURISDICTION.

(Before Sir James Russell, Chief Justice.)

December 30th, 1890.

## THE POWERS OF COURTS OF SURVEY.

Sir James Russell delivered judgment this morning on certain issues which had been arranged in the case arising out of the detention of the steamer *Passie* by order of the Government, pending the decision of a Court of Survey to determine the seaworthiness or otherwise of the said steamer which was, in February last, trading between Hongkong and Canton. The Court of Survey found that the *Passie* was in a seaworthy condition for the service for which she was licensed; and it also found that there had existed no reasonable or probable cause, by reason of her condition, for detaining the ship, and found the Government responsible in costs and damages. The Government paid the costs, but refused to make compensation for the delay to the steamer, hence the present action. Mr. E. Robinson, instructed by Mr. Wilkinson, appeared for the owner of the *Passie*; and the Attorney General, the defendant, appeared in person.

His lordship said, that the arguments were relative to the application of the law, and the immediate point at issue to-day was whether the judgment of the Court of Survey, that there was no reasonable or probable cause for the detention of the ship, was or was not binding on the Government so as to prevent it from trying to prove that the Court of Survey had come to a wrong conclusion. If so the expense of preparing a great deal of expert evidence would be saved at the trial before the jury. As far as he could see the duty of the said Court was to determine only the question of seaworthiness, and not whether there was absence of reasonable and probable cause. His lordship then referred to the case of *Thompson v. Farrar*, in which the Queen's Bench Division, which he held was evidence that the Government could repudiate the ruling of the Court of Survey. He therefore gave judgment for defendant, the Attorney General, on the issue raised, with costs.

## HONGKONG'S JUBILEE.

A public meeting was held at the City Hall on the afternoon of the 30th ultimo for the purpose of considering the proposals of the committee appointed in connection with the celebration of the Jubilee of the Colony. Sir James Russell, Chief Justice, presided.

The Chairman said—Gentlemen, this meeting is convened for the purpose of receiving the proposals of the committee in reference to the celebration of the Jubilee of this Colony. You will remember that when the first public meeting was called a large committee was nominated, which had powers given to it to add to its number and to do up and submit proposals for a future meeting as to the manner in which the Jubilee was to be celebrated. That large committee nominated a number more and increased their numbers very much. The committee has had special meetings in reference to what they should recommend to you as a scheme for commemorating the Jubilee of this Colony. Several schemes have been submitted but no definite plan has been settled upon as to the permanent memorial, and further consideration until the 3rd of next month. But it has become necessary to draw up some programme for the temporary rejoicings and a sub-committee was delegated at the last meeting to draw up a scheme based upon a plan that Mr. J. J. Keswick had submitted to the committee. This sub-committee consisted of Mr. J. J. Keswick, Mr. C. P. Chater, Mr. R. K. Leigh, Mr. H. W. Dick, Dr. Ho Kai, Col. Jerrard and Lieut. Anson, with the Chairman and hon. Secretary as *ex-officio* members. This sub-committee added one or two more, and they have drawn up certain schemes for three days' rejoicings, and I will ask Mr. Wodehouse to propose to you to approve it if you will. The scheme is to have three days' holiday from 11.30 a.m. on the Thursday, Friday, and Saturday, and certain sports and other amusements are suggested for these days. It is for you to say whether you approve of the plan which Mr. Wodehouse will now read to you.

The hon. Secretary (Mr. H. E. Wodehouse) then read the following proposed programme:—

20th January.—Public Ball at the City Hall to usher in the Jubilee. Subscriptions \$5 each.

21st.—9.30 a.m.—Meeting of the Executive and Legislative Councils for the purpose of despatching a telegram to Her Majesty the Queen and the Secretary of State.

9.45 a.m.—Special Service in St. John's Cathedral; dignitaries and ministers of denominations other than the Church of England to be invited to hold similar services in their respective places of worship.

12 noon.—Salute of 50 guns from the men-of-war and the shore battery, the Volunteers to be also invited to salute.

22nd.—11.30 a.m.—Public Holiday commences.

3 p.m.—Review of the Naval and Land Forces in Happy Valley, the Governor attending in state.

23rd.—2 p.m.—Athletic Sports on the Race-course under the immediate superintendence of the Hon. Secretary, Mr. E. R. Leigh, and the organization of Mr. E. R. Leigh, A.C.; the prizes to be obtained by the competitors from the community and to consist of gold, silver, and bronze medals, struck for the occasion.

9 p.m.—Dinner of the "Gondoliers" by members of the Amateur Dramatic Club, under previous notice on the 22nd of January for soldiers, sailors and members of the Police Force.

24th.—2 p.m.—Pony Races under the auspices of the Jockey Club, and Polo matches under the auspices of the Polo Club.

9 p.m.—Performance of the "Gondoliers." The Hon. Secretary.—It is estimated that for the carrying out of this programme, including the prizes for the Athletic Sports and the expenses of the public ball, a portion of which will be covered by subscriptions paid for the ball, will be required, and to raise a sum of \$5,000 will be required, and to raise this sum subscriptions will be invited from the community. His Excellency the Governor has expressed his concurrence in the programme, and has been pleased in every way in carrying it out. He has also expressed his intention of giving a ball at Government House, the date of which he is not able to fix at present. With regard to the public ball it was requested to ascertain if Mr. Stewart-Lockhart would undertake the chief management and organization of the ball, and he has kindly consented to do so with the assistance of other gentlemen, and he will be able to give them his help in the various duties connected with it. (Applause.)

The Chairman then called for the opinion of the members on the programme, with the result that it was unanimously approved of.

The Chairman.—It is for the sub-committee to carry out this scheme, and it is proposed to ask for subscriptions to defray the expenses

for it. That is all the business before you to-day, without your approval the committee had no power to do anything beyond making suggestions, and the meeting will now be adjourned *sine die*.

The following is a complete list of the General Committee, including the additions made since the last public meeting:—

Sir James Russell (Chairman), Mr. F. Fleming, C.M.G., Mr. S. Brown, Mr. W. M. Deane, Mr. Ho Kai, Mr. J. J. Keswick, Mr. N. G. Mitchell-Innes, Mr. P. Ryrie, Mr. T. H. Whithead, Mr. E. J. Ackroyd, Mr. J. H. Stewart-Lockhart, Dr. Pa. C. Ayres, Messrs. A. K. Tynes, C. Ford, A. G. Roman, E. A. Gomes, A. B. Johnson, R. K. Leigh, H. L. Percival, B. J. Coughtrie, R. L. Woodin, H. C. Dairymple, G. C. Cox, G. Murray Bain, C. G. Sharp, A. Rowland, F. W. Rutter, F. Stern, Lieutenant-Colonel Jerrard, Lieut. Anson, R.N., Messrs. E. R. Bellis, G. de Chamcaux, H. Crawford, T. E. Davies, V. Descom, Pestonjee Bantonjee, P. Dhallo, J. Ede, M. D. Ezekiel, W. H. Forbes, J. J. Francis, Q.C. D. Gillies, L. Gléau, C. D. Harman, Ho Amel, C. J. Holliday, H. Hopkins, J. D. Humphreys, T. Jackson, H. Shing, Lo Hock Ping, E. Mackintosh, L. Poesnecker, Poon Michaelien, H. N. Mody, L. Poesnecker, Poon Fong, W. H. Ray, Capt. Rumsey, D. R. Sassoon, G. Sharr, J. Y. V. Vernon, G. Wilder, Wei Yui, Wong Shing, Mr. H. E. Wodehouse, C.M.G., Hon. Secretary; Mr. C. P. Chater, Hon. Treasurer.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## WHAT HE WOULD HAVE DONE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR,—During the week a well-known coasting skipper who passed through this port had a good deal to say about the conduct of the officers of the *Namoa* during a short time ago. He said that had he been there, "he would have broken up some of the furniture in the Captain's cabin, and soon cleared the pirates out," and as good as implied cowardice to the officers concerned. Perhaps he thinks the important air he assumes would have overpowered the pirates—it might, certainly, for his air is high and mighty to a degree.

I think most people who know anything about the Chinese and who have read the evidence of this said affair adduced at the Magisterial inquiry will agree that the officers of the *Namoa* acted very wisely in going quietly into the Captain's room and by remaining there, for had they attempted to oppose the pirates—unarmed and defenceless as they were—all of them would probably have been killed. Perhaps this "gassy" skipper will offer his service to the Force in Hongkong, and by so doing will soon make work scarce for that body!

Yours faithfully,

Amoy, 20th December, 1890.

## THE "NAMOA" PIRACY AFFAIR.

## THE UNWISDOM OF THE QUEEN'S NAVY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR,—Please allow me through the medium of your columns to call the attention of the seafaring community to the fact that it is clear by the speech delivered by His Excellency the Governor administering the Government of Hongkong last week, that the blame in connection with the scandalous delay in despatching a British gunboat in pursuit of the village who murdered on board the British steamer *Namoa* on the 10th instant rests with the "Jolly old Commodore" and other Naval celebrities. This fact should be carefully noted as showing the utter failure of depending on the Royal Navy for the protection either of British commerce or British lives in these seas. This being so, it behooves British officers, irrespective of shipowners, to devise ways and means—and that promptly—to prevent a recurrence of the *Namoa*, *Gryhound*, and various other shocking tragedies. British officers should be in mind that they are fully justified in adopting means for the protection of their lives, and those of the passengers entrusted to their care. It is their duty—a duty which has hitherto been regarded as obligatory only on the part of shipowners and Government. Had the latter done their duty in this connection, the *Namoa* tragedy would never have been the stern, the disgraceful, the shocking fact that it now is. But the mere fact of gross negligence on the one part by no means excuses criminal acts on the other. There is danger awaiting those who "go down to the sea in ships" in Hongkong. The danger is apparent. Protective measures are an absolute necessity.

As a member of a powerful mercantile marine federation, I can heartily assure the marine officers of Hongkong that they will be warmly supported by the home associations in any measures which they may deem expedient to adopt with a view to preventing a recurrence of the *Namoa*, *Gryhound*, and various other shocking tragedies. British officers, British ships, British officers, British engineers, and the travelling British public.

Thanking you for publishing this letter, which I forward in the hope that the *Namoa* tragedy will not be allowed to end in a mere *ad hoc* wonder, as did the *Gryhound* atrocities.

Yours faithfully,

A BRITISH MASTER, M.M.S. Association, Hongkong, 27th December, 1890.

## THE "NAMOA" PIRACY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR,—We British in our younger days, were taught to believe that England was "mistress of the seas," but most of us have lived to regret this as the fallacy of fallacies; for here, right at the end of the 19th century, within a few miles of a so-called British colony and in broad daylight, a band of miserable Oriental ruffians stole and plunder a passenger steamer and ruthlessly murder a number of British subjects; they dastardly attempt—not the least likable by a long way—discovered with complete success, and as far as we know, should these ruffians have another job on hand, the British Government will put no impediment in their way. Truly we live in good times, and either past history is mere story-book nonsense or Britons have most sadly deteriorated. We must be, in these days, an immense source of ridicule to those foreigners who have listened to long to our "bombastic" expressions while we have passed before the world as large as "sovereign of the seas," and coming as these "sovereign" attempts do in such quick succession, with one exception all of them directed at vessels under the British flag, surely we must be, and undoubtedly are, the laughing stock not only of the civilized world but of those nations whose laws and customs we consider so much inferior to our own. When one has fully realized the fact that the *Namoa* piracy case is not a mere hallucination, it seems that steps are being taken to prevent repetition of such disgraceful occurrences. Why are ships regarded by the public as well appointed and able to traverse the sea in safety, from such risks as piracy at least, sent to

sea in the careless manner now customary? In the first place the complement of Europeans is at the most 6 or 7, and these, in the majority of instances, are scattered all over the ship. May I ask, by the way, if the *Namoa* passengers on the Chinese coast are such a high-toned lot that the average British officer is high-toned enough to dine, with them, considered good enough to dine, with them, as they do in all first-class passenger-ships out of home ports. If so, what is the reason that Europeans are huddled away in the fore 'tween deck amongst a crowd of foetid Chinese, and shut off in time of need from all communication with the remaining few foreigners in the ship? And again, what protective measure or means of defence are there on board the majority of coasting steamers? Little or none I wend. Why? Surely everyone will admit the necessity of such, unless it is that there is nobody to use them. Where European crews are not carried, I consider it an imperative that at least three officers should be carried, not only for protective purposes but also for the mutual benefit of shipowners, underwriters and the officers themselves. The powers that be in this colony have shown themselves in no favorable light, and if the abuse which has been heaped on the heads of the defenceless men on board the *Namoa* was cast with interest in another quarter, everybody who is not unworthy of the name of Briton in these days would admit the justice of it. In conclusion let me add it is a pity that the too well-known master referred to by "Justice" in your issue of the 24th inst. was not in charge of the *Namoa* at the time of her disaster, for had he been we would not now be mourning the loss of an able and favorite skipper.

Yours faithfully,

A COASTER.

Hongkong, 29th December, 1890.

N.B.—The last sentence is intended as sarcasm, only.

## BURNING OF THE "SHANGHAI."

## APPALLING LOSS OF LIFE.

The *N. C. Daily News* issued the following as an Extra on the 26th December:—

"News was received last night by wire from Chinkiang that the China Navigation Co's steamer *Shanghai* had been totally destroyed by fire. She left this on Wednesday for Hankow."

Since then the *Taiwo* has arrived with the second officer, third engineer and 30 Chinese passengers of the *Shanghai*, and we are able to give particulars of one of the most appalling shipping catastrophes that have ever happened in Chinese waters.

The *Shanghai* left Shanghai on Wednesday at 8 a.m. and reached Chinkiang either late the same night or early on Thursday morning, the 25th. She left Chinkiang at 4 a.m. with over 100 Chinese and one foreign passenger, Mr. Kniffner, on board. At about 7 a.m. when the steamer was six miles below Mud Fort, smoke was discovered coming out of the afterhold in which was stowed amongst other cargo, a lot of cotton.

The second mate, Mr. Nicholson, immediately got the fire pumps to work, and Captain Martin was informed of what had happened. Meanwhile the vessel was played on the mainhold hatch, but all of a sudden the hatches gave way, being burnt through, probably, and an immense volume of dense black smoke shot up out of the hatchway, which made it impossible for the second officer to remain on the deck. He then started to go forward, but found the Chinese passengers struggling vainly to get to place of safety. He could not get through them, so crawled along outside the ship and thus got to his destination. As soon as Captain Martin saw there was no means of getting the fire under, a fact that became very evident shortly after the alarm was given, he headed the steamer for the bank of the river and ran her so violently ashore, that her bow was right up the bank. Under ordinary circumstances, this would have given greater facilities for escape, but the ship was in flames from stem to stern in less than fifteen minutes from the time of the alarm being given, and the Chinese were in such a confused mass in the alley ways that they could not get forward to escape. Many jumped overboard and were drowned, while others were burnt to death. The foreigners were able to take to the shore, but the Chinese were not so lucky. The last to leave the vessel, Mr. Kniffner, waded ashore and when he landed, he was attacked by the villagers who attempted to strip him of his clothing. The Chinese passengers who succeeded in reaching the shore were similarly attacked and were stripped of their clothing. A Chinese maddard gunboat and a steam launch which were near at hand never made any attempt to save any one, but their crews contented themselves with picking up things that floated from the burning steamer.

The number of lives lost will never be accurately known, but of the number who were on board at Chinkiang only some sixty-five have been accounted for, some of the passengers, however, when they got clear of the vessel, hurried away from the scene as quickly as possible apparently afraid of being robbed or ill-treated by the villagers. A foreigner, counted seventy-five dead bodies on the bank of the river, and he saw a drag boat recover sixteen more. Many, of course, were burnt, so that the number of deaths is probably between two and three hundred.

The *Taiwo* was the first steamer to reach the scene of the calamity. She left Wuhu in the morning and arrived on the *Shanghai* at 2 p.m. the same day, and anchored close to her a quarter of an hour later. By this time the *Shanghai* was completely gutted. Before proceeding she took on board some of the passengers.

The *Newchwang*, bound for Shanghai, and just belated by the wreck.

As a coincidence it may be mentioned that the steamer *Bombay* was burnt at Wosung on 25th December, 1880—five years ago to a day.

The *Shanghai* was an iron paddle steamer of 3,500 tons and 300 horse power. She was built in 1873, and had an iron main-deck, while all the upper works and houses were built of wood.

## ANOTHER VESSEL LOST.

The reports of the loss of another foreign-owned vessel arrived from Shanghai on the 30th ult. The report of the occurrence which appeared in the columns of the *Shanghai Morning News* was as follows:—

On Wednesday afternoon, the 24th ult., the tug *Fukien* and *Fairy* succeeded in towing off the ship *Forrest King* which had been ashore on the Middle Ground below the Kiufoan light-vessel. Both tugs were towing ahead, the *Fukien* being on the starboard quarter of the *Fairy*, and they had proceeded about three miles, when the *Fukien* crashed into the engine room, cutting through her guard, piercing the hull, and damaging her so badly that she sank in seven minutes, in 21 feet of water at low tide. The *Fukien* had her stem broken and the plates on both sides of it stove in. The *Fairy* having rescued the crew of the *Fukien* returned to Shanghai for repairs. It is anticipated that the *Fairy* will be raised.

## GREAT EARTHQUAKE IN JAVA.

Batavia papers received at Singapore on the 27th ult. give particulars of a smart earthquake there which took place on Friday week. At Batavia, so says the *Nieuwsblad*, the shocks were slight, the motion being horizontal from North to South. The shocks slowly followed each other for a quarter of an hour, but in West and Mid Java they were heavier, and great numbers of houses cracked and were otherwise damaged. The earthquake proved heaviest in the province of Java attended, as it was, by loss of life. The town of Joana suffered most. There the Chinese quarter is a heap of ruins, and most of the European houses are uninhabitable. A good many houses were thrown down, among those killed was the opium farmer who was buried in the ruins of a gambling house he happened to be in at the time. His corpse had to be dragged out piece by piece. When the ground began to shake the *loists* at once fled into the open, but the winners stayed behind to save their money, and all perished. Twelve Chinese and natives were killed and 17 wounded, some of the European residents were injured. All the standing houses are in such a rickety condition that it is expected that a heavy shock will bring them down. Most of the European and Chinese inhabitants at Joana have taken refuge in bamboo dwellings in dread of another visitation, a fresh shock on the Sunday following having brought on a panic. At Samarang the inhabitants have become so stricken at the shocks, with judging from the reports, must have been felt far and wide in Java.

Every ordinary member shall pay to the Treasurer an entrance fee of £1.5s. annually; such subscription shall become due on the 1st of January in each year, and be paid in advance. If any such member's subscription be more than one year in arrears and no satisfactory reason be assigned, he shall, on the resolution of the Executive Committee, cease to be a member of the Association. *Japan Herald*.

## RUSSIA IN ASIA.

The *Nippon-jin* discusses in recent issues the position of Russia in Asia, especially in her relation to Japan. The articles show more than ordinary research and command of facts. The Tokyo periodical lists that many of its countrymen over-rate the effective strength of Russia as an Asiatic Power. To disprove this erroneous notion is the task which the *Nippon-jin* sets itself in the present essay. There are, says our contemporary, three things which, of all others excite feelings of alarm and terror in the minds of the Japanese, namely the might and well-disciplined army of the Czar, the construction of the Siberian railway, and the colonization of Saghalien. As to the fighting capacity of Russia in Asia, Japan need not, we are told, be afraid of the great Northern Power, because, in addition to Russia's financial embarrassment, her position in Europe and in the south and west of Asia is such that she could not spare troops to operate effectively against any country in the Far East. The *Nippon-jin* writes at great length, elucidating these points with copious references to statistics and historical facts, but we cannot follow it into such minutiae. As to the Siberian railway, our contemporary observes that its completion will go a great way towards developing the natural resources of the regions through which it passes, and that it will furnish new markets for Japanese and Chinese products. In this respect the line deserves the closest attention of the Japanese nation. But its military value is comparatively small, when we remember that the gauge is narrow and the line single; that any river passages interrupt the continuity of the route, and that these rivers are frozen during several months of the year. Thus to entertain serious apprehensions from a military point of view, about the consequences of the completion of the line, would be, we are told, to entirely misunderstand its true functions. Lastly, as to the colonization of Saghalien, our contemporary attaches little weight to it. Quite an excitement seems to have been caused in certain quarters by the report of the establishment of convict stations on that island in the course of the present year. Saghalien is extremely poor, and has no natural products except coal of doubtful character. Nor does it contain any herbivorous that can be used as a naval station. The colonization of such an island need not, says the *Nippon-jin*, attract the attention of the Japanese in any extraordinary manner. Our contemporary ends his essay by a strong appeal to the nation to cast aside the absurd notions at present entertained as to the power of Russia in Asia. If this article is not inspired by Russian agents it should prove comforting to the leading Asiatic Power—China.

## JAVA NEWS.

BATAVIA, December 27th.

The day of the funeral of H. M. the King, yesterday, was generally observed as a day of mourning. Not only were all the European offices and shops closed but even those of the Chinese and Islanders to the smallest shops. The traffic of carriages and hawkers for the public was completely stopped, and from nearly all the dwellings occupied by Chinese flags and great and were flying half-mast. The funeral services were attended by nearly all the Europeans. About one thousand people, amongst whom were the Vice-President and the members of the Council of India, the Commanders of the Sea and Land Forces, the Heads of Departments, the General, the President and the members of the Audit Office, the Consuls representing foreign Powers, the members of the High and Military Courts, the Resident of Batavia and other authorities, with their ladies in deep mourning, met together in William's Kirk, and afterwards the Governor-General and Mervour Gynacker Hordyk attended by four Adjutants took their places in the so seldom occupied Government seat. The fine church was decorated with mourning flowers, and orange roses were introduced into the decorations. Before the pulpit stood a life-size image of our late King, draped in black and silver. The community of the Reformed Church held a service at Kwang and the place was filled to overflowing. There were also services at the Roman Catholic Church and at the Armenian Church of St. Johannes.

The Official account of the attempted burning of the Kota Pahama bridge at Achén is as follows:—On the night of the 18th of November the enemy set the southern bridge on fire, which connects the island of Kota Pahama with the mainland, and placed themselves in ambush on the island. The detachment under the command of Lt. Leut. Van der Meer Mohr, that marched out for the purpose of extinguishing the fire, were, when they reached the island, unexpectedly attacked both by the fire and *leuangs*. They manfully withstood the attack, however, and beat off the enemy who left four dead behind and the fire was then extinguished. Our loss was two Europeans killed, six Europeans wounded, three of them slightly and one dangerously. Two coolies were also wounded. The state of health in Achén from the 4th to the 18th of November was generally unfavorable.

The average number of patients in hospital was 184 during the previous period. Ben-ben is stationary, the number of patients being the same as in the previous period.

The Cont. Marital at Kota has sentenced to death, by shooting, Mullier B. Maspalliera for insubordination. *Free Press*.

## NOTICE.

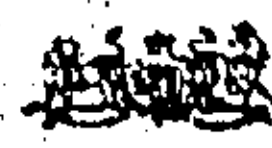
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These gentlemen who have signed their willingness to support and subscribe to the Association in response to Sir Alfred Dent's circular letter of the 19th March, 1889, shall be deemed to be members of all other members shall be elected by the Executive Committee.

## Intimations.

## IMPORTANT INTIMATION.

## NOW IN THE PRESS.



(PUBLISHED BY AUTHORITY.)

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST, A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR HONGKONG, MACAO, CHINA, JAPAN, THE STRAITS SETTLEMENTS, SIAM, INDU-CHINA, NORTH BORNIO, THE PHILIPPINES, AND CORREA, FOR THE YEAR 1891.

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A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong;

THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.

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Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of "THE HONGKONG TELEGRAPH,"

PRINCE'S HILL, HONGKONG, Hongkong, 5th December, 1890.



